







Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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St. Paul, MN 55101

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
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MEMBERSHIP CONCERNS

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BOARD OF TRUSTEES

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MINNEGAZETTE

THANK YOU FOR YOUR GENEROSITY

-To **Midwest Rubber Service & Supply Co.** for donating cloth reinforced rubber for the PCC car restoration.

-To **Niagara Frontier Transportation Authority** for supplying an Acceleration Braking Relay for the PCC car.

-To **Art Pew, The Pew Charitable Trusts and George Bergh** for their donations to the Jackson Street Roundhouse fund.

-To **John Walker** for his donation to the museum's Endowment Fund, matched by US West.

BOARD OF TRUSTEES

February 1999

The Board agreed to make the Museum's fiscal accounting year match the calendar year, i.e. January-December. The Board felt this reporting method would be more in line with traditional business operations and reflect financial conditions more completely to potential funders.

CORRECTIONS & NEW INFO

Art Hamilton spent some time examining the inside rear cover photo in the Spring 1998 issue. It showed the GN and M&StL yards located behind the Minneapolis warehouse district. He made two interesting finds. He writes, "The wooden towers to the right of the GN Baldwin diesel are verticals for a lift bridge! Note the platform-height roadway across four tracks between the two roofed buildings. It has to go away to switch the cars, it goes away straight up! Was this the Twin Cities' only drawbridge? One of the GN's all-aluminum boxcars is at the end of the spur just to the right of the concrete apron. I think I can see a billy goat herald on its side."

Concerning the trainload of tractors on the inside front cover of the Fall 1998 issue, **Blair Dollery** points out that they are model 12-20's manufactured by Minneapolis Steel & Machinery. In 1929, after the photo was taken, the company

merged with Minneapolis Threshing Machine of Hopkins (from whence comes MTM's logo) and Moline United to form Minneapolis-Moline.

Steven Harrod noted some interesting details about the M&StL 4-4-0 on page 25 of the Winter 99 issue.

- 1) it is a cross compound.
- 2) that lever from the cab to the smokebox must be a simpling valve.
- 3) it has an early power bell ringer.
- 4) the air brake lines on the pilot are plugged (it must be a passenger engine and does not doublehead).

MTM HIRES MANAGING DIRECTOR

At its February meeting, the Board of Trustees took action to establish the position of Managing Director, and to hire **Chuck Armstrong** to fill the job effective March 1st.

Up to now, the Museum's Chair has also been its Chief Executive Officer. The Managing Director now assumes the CEO responsibility, with the Chair continuing to head the Board of Trustees in an oversight role that is more removed from day to day administration than before. While responsible to the Board, the Managing Director reports directly to the Chair. The Division General Superintendents report to the Managing Director. The four museum staff persons continue to report to their respective General Superintendents. For those who are unaware, MTM staff includes: Railroad Marketing Manager/Charter Coordinator **Pat Kytola**, a Chief Mechanical Officer (position unfilled), Jackson Street Roundhouse Building Manager **Wanda Sims** and Steamboat Operations Manager **Lori Hammond**.

According to Chair **Mike Miller**, Armstrong's emphasis will be on administrative, not operational matters. There will be a strong emphasis on fund raising, volunteer recruitment and coordination, growing MTM's businesses and establishing a base of written policies (crucial to fund raising).

Armstrong, 35, was on the staff of St. Paul Mayor **Norm Coleman**. Before that he worked for the Department of Natural Resources. In both positions, he

Front cover: Every year from the late 1940's to the mid-1960's, the Minnesota Railfans Association chartered trains and trolleys for fan trips that today seem unbelievably exotic. This issue is devoted to recalling them. Here, Milwaukee Road 4-6-0 #1037 runs around its consist in downtown Stillwater, having just traveled up the St. Croix Valley branch from Hastings. Clark Johnson photo.

Inside front cover - MRA fantrips explored every corner of the streetcar system. Top: Newly repainted gate car #1289 pauses at the Henry Street wye in North St. Paul. Bottom: PCC #406 at 54th and Chicago.

served as a legislative lobbyist and deal maker. At the DNR, he moderated disputes between interest groups such as hunters, fishermen, farmers and environmentalists. Just prior to taking the MTM position, he was hired on a temporary basis to create a joint organization of three Chamber of Commerce chapters. Though he doesn't characterize himself as a railfan, Armstrong comes from a railroading family. He has said that he views the job as a long term commitment to build the museum. Although his focus won't be operations, he plans to get hands on knowledge by serving periodically on operating crews. Accordingly, he has attended this winter's railroad code classes and passed the code test. He also plans to go through operator training at Lake Harriet.

LETTER FROM THE CHAIR

-Michael E. Miller

The new Managing Director

After more than a decade of wrestling with the issue, the Board of Trustees has hired a paid chief executive officer, with the title of Managing Director. This is the culmination of 12 years of trying. Since the late 1980's, when the Stillwater railroad began regular operations, it has been clear that our volunteer top management has been overtaxed. Virtually everyone who volunteers for MTM does so because of a love for transportation history. We want to restore and operate equipment. We take on the necessary administrative tasks because they have to be done, but most of us wish we could be doing something else. On top of that, most of us have full time jobs, so we can never give the Museum more than a part time commitment.

Given this reality, it should be no surprise that many administrative chores barely get done, and seldom to a level one would consider top notch. Some things don't get done at all, or don't get the follow through they deserve. I have wondered aloud in recent months whether we really have the capacity to do what we are doing. I think the answer is - barely. As volunteers, we run a business that has over 3.5 million dollars in assets and generates about a half million dollars a year in operating revenues.

Or consider the area of volunteer recruitment and deployment. We know that we could dramatically increase volunteer hours if we recruited personally, prepared the work before-

hand, assigned specific tasks to specific people and recognized them generously for their efforts. The best run projects within the museum, such as the PCC restoration, do exactly that. But it's an administrative chore that few want to take on.

Fundraising is another. It takes lots of letter writing, phone calling and personal contacts. It requires a foundation of written policies that show we're a serious organization, and, of course, filling out numerous difficult application forms. It's vitally important, but almost no one wants to do it. I could go on, but you get my point.

With the need well established, how do we pay for it? Nothing has so vexed me and my predecessors. It has always seemed just out of reach. It's not that MTM hasn't been able to afford employees. In fact there are four of them, but they have distinct responsibilities to particular divisions, so the money to compensate them never crosses divisional lines.

In fact, in MTM money seldom crosses divisional lines. One of the unwritten rules of this Museum is that each site must be self supporting, and that divisions don't cross-subsidize each other. That led to bad feelings in the past, and avoiding it has been a good way to minimize conflict. There has been some loaning of money and resources between divisions, but it pretty much stops there.

General administration of the

museum has been a bargain, restricted to Board insurance, the accounting firm, the Minnegazette, meeting expenses, the phone system and membership activities. Most of this is covered by member dues, with a little coming from the divisional funds. Therein lies the problem. Dues can't come anywhere near to paying a Managing Director without dipping into divisional funds.

On the other hand, other museums have found that adding professional management opens the door to funding opportunities previously never thought possible. A rule of thumb is that a good executive director will raise his/her own salary as only a portion of the funds raised for other museum purposes, and that is our expectation.

So it has been a chicken or egg dilemma. How do you get a new Managing Director on board without fronting some serious money? The short answer is that you don't. Recognizing this, the Board has chosen to take a big gamble and front the Executive Director's salary for six months with the expectation that he will become self sustaining thereafter. To cover that first six months of what we are calling the "organizational development phase" of the Museum we are going to be doing some intense fund raising to raise the seed money that will get this effort off the ground.

This locomotive started its life as a 2-6-0 in 1902, as Minnesota Land & Construction Co. #13. It became Duluth, Virginia & Rainy Lake #13 in 1903. In 1908 it was sold to California's C. H. Sharp Construction Co., where it was rebuilt as a 2-6-2. Corporate successor Sharp & Fellows Contracting Co. donated it in 1955 to Travel Town in Los Angeles, where it remains today. Aaron Isaacs photo.



I am convinced that we've picked the right person. **Chuck Armstrong** comes to us highly recommended. For the past several years he was an aide to St. Paul Mayor **Norm Coleman**. He previously worked for the Department of Natural Resources. In both jobs he established a reputation as an effective mediator between opinionated interest groups such as hunters and fishermen (this bears a certain resemblance to us). At St. Paul he became aware of MTM through discussions with **Art Pew** and **John Robinson** over a possible rail line connecting Jackson Street Roundhouse with the new Science Museum. He is skilled politically and organizationally.

He has two very difficult jobs. The first is to find the money to stay employed as a portion of the money needed for Museum activities. He has taken this job knowing and accepting that is the challenge. His second hurdle is to professionalize MTM's management and policy framework.

But putting a professional into an established volunteer culture, and placing a paid boss over our four existing staff is a situation that could easily fail. Most people naturally resist change, so that's a problem going in. Chuck understands that he is about to bring changes to an organization that has done business a certain way for 37 years. He is going to be as diplomatic as possible, trying to avoid stepping on toes unnecessarily. Having said that, I'm expecting all MTM employees and volunteers to bend over backwards to make him welcome and, most importantly, to help him succeed. The Board doesn't intend to make this investment, only to have our own people sabotage it. The stakes are high here. We're talking about making a giant leap as an organization. Here is what you should expect:

1. Chuck's emphasis will be organizational, not operational. He's not here to tell the General Superintendents how to run a train or restore a boat, or what curatorial standards should be. We already have experts in those fields.
2. As directed by the Board of Trustees, Chuck will be trying to grow our business. Additional operating days, perhaps with paid crews, may be a possibility. Expect a new emphasis on charters and on different ways of using our equipment to raise money (corporate meetings in first class rail cars, for example- for a generous donation). Revenue from retail activities, already greatly improved by **Charles Barthold**, will be expanded in any way possible.

3. From now on, marketing and public relations will be done museum-wide. We've been moving slowly in that direction, but now it will be the rule, not the exception. Every site will promote every other site. Anyone who gets a charter or group will try to steer that group to the other sites. Advertising campaigns and materials for all sites will be planned and implemented as a single campaign. The purpose is not to stifle divisional initiatives and outreach activities, which will continue to be encouraged. Rather he will make sure our messages are consistent, and capitalize on the synergy of a multi-site organization.

4. Existing staff will continue to report up through the General Superintendents, who will report to the Managing Director. For those who are used to reading org charts, there will be a dotted line between the staff and the Managing Director. This is one of the tricky areas, because Chuck will need to call on them from time to time for museum-wide initiatives. Museum-wide personnel policies will be adopted

5. Volunteer recruitment and coordination will be dramatically improved across the organization. We will adopt formal policies for more professional handling of volunteers.

6. An ongoing, museum-wide fund raising program will be started.

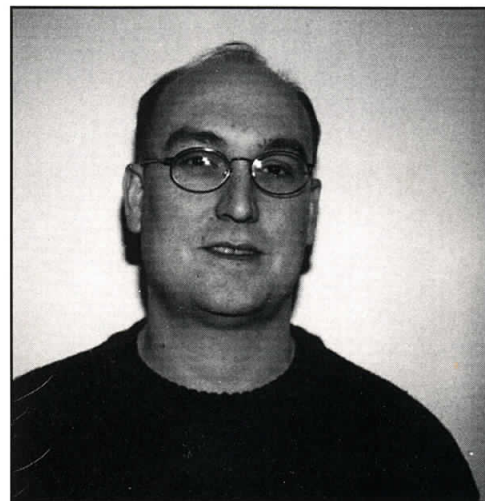
The Managing Director will report directly to the Chair. Because his time is to be spent on the activities listed above, don't expect to dump jobs on Chuck. Let me emphasize that everyone else must continue doing what they are already doing. At some point, as he is able to either add staff or create one out of volunteers, we'll revisit the issue, but for now, no changes.

You may ask, "How can one person do all this?" The answer is that he can't. What he can do is harness and coordinate the efforts of MTM's four employees, 250 active volunteers and 600 other members to make these things happen. I'm directing Chuck to recruit members as they have never been recruited before. We know from experience that people will volunteer if only someone just asks them. Well, prepare to be asked, and when you are, please give us your help.

If we can get over this hurdle and create enough new income to fund the Managing Director on a permanent basis, it will yield dividends and benefits beyond anything we've

dreamed. One of the things we have learned is that the difference between first class transportation museums and the others is professional management. We have taken that step. Please help us make it happen.

GREETINGS FROM THE NEW MANAGING DIRECTOR



-Chuck Armstrong

It was with great pride and excitement that I accepted the position of Managing Director of the Minnesota Transportation Museum. I strongly believe that the MTM is an outstanding organization with a truly dedicated membership. There is lot of work ahead and I am ready and eager for the challenge. When I left the Mayor's Office in Saint Paul at the end of last year, my wife and I had decided that, after five years in city government and ten years with the Minnesota Department of Natural Resources (the last three of which were spent cleaning up and re-writing the game and fish regulations - please don't hold that against me), it was time to move towards something that is family oriented and where efforts can lead to positive achievements. Along came the MTM - a perfect match. One of my first goals will be to begin strengthening the administrative functions of the organization. This will help the operating divisions conduct their efforts more effectively and provide for better utilization of volunteers. This will also assist the MTM as we begin to develop and implement a strategy to aggressively approach organizations and foundations for funding. Another area that I look to focus on right away is finding ways to assist volunteers in their efforts. One thing that I have found to be quite clear is that the



For the first time since 1990, a winter photo shoot was held at Lake Harriet. #1300 enters the Glen S-curve with Lake Harriet visible through the trees in the distance.

volunteers are the heart and soul of the MTM. While going through Code training this winter, I was continuously amazed at the amount of dedication and ownership members have for the operations of the MTM. I found it to be quite humbling and quickly came to the conclusion that, with this level of dedication, we can't fail and can only get stronger.

As I undertake this tremendous opportunity, you have my pledge that I will serve to the best of my abilities and that I will always strive to maintain and build upon the vision of the MTM that has been developed by each of you through your generous volunteer efforts and dedication.

My wife, Vickie, and my daughters, Raelyn and Katryna, and I are proud to be a part of the Minnesota Transportation Museum family. I look forward to working with each of you as we continue to strengthen and grow the MTM.

Thank you!!

TRACTION REPORT

-Louis Hoffman

Winona #10 joins the collection

Late in March we were successful in purchasing the body of Wisconsin Railway, Light & Power Co. (WRL&P Co.) single truck streetcar #10 which ran on that company's streetcar lines in Winona, Minnesota.

Since #322 isn't self-propelled as yet, it was towed by #78. Aaron Isaacs photos.

WRL&P Co. #10 was part of an order for four cars (Numbers 9 to 12) built by the St. Louis Car Company in 1913-14 (job No. 1012) and delivered in April, 1914. Car #10 was placed in service in late May, 1914. Originally the car had hand brakes but in 1916, air brakes were installed. The car operated until the abandonment of streetcar service in 1938 and was the last car to run in Winona. Shortly after abandonment of the Winona lines, the car was sold to a local family who used it as the basis for a lakeside cabin. #10 is unique in that it has a steel frame and exterior surfaces, but the interior is all wood. Both the interior and exterior of the car is in

surprisingly good condition. What also makes this car a rare find is that as far as I know, there are no other cars like #10 in restored condition.

Now, here's the pitch. We need your financial support. We basically depleted our traction fund to purchase this rare car and to set aside the money to pay for the move. If you can, please dig down into your pockets and give whatever you can to the "Winona #10" fund.

Holiday Parties and other events

In addition to a good time had by all of the 75 or so volunteers, members, and friends who attended the Sixth Annual Como-Harriet Streetcar Line Holiday Party at the carbarn on December 9, two full and very heavy bags of food were donated in the name of CHSL to the Minnehaha Foodshelf. And because of the balmy December weather and the lack of snow, the holiday party also featured nighttime streetcar operations under the supervision of Scott Heiderich. Thanks also to Roy Harvey, who cleaned up the carbarn and its environs, purchased supplies, and had the beverages set up, to Mike Buck and George Isaacs for video presentations, to Bill Olsen for bringing his holiday trolley layout for our enjoyment, and to all of the people who brought holiday treats to share - and donations for the food shelf.

A well-remembered tradition - the New Years Day Trolley - reappeared this January 1 after a long absence. Many old-timers will remember that for many years, up through 1990, a few of the "regulars" would bring a car or two out on New Years Day for rides and photos. The last two CHSL winter postcards



were taken on the last such session, not to mention **Aaron Isaacs'** award-winning photo in *Locomotive and Railway Preservation* magazine's photo contest. These events were never publicized because it might be too cold or there might be no snow - or too much snow (don't forget, we don't have a snowplow), and you'd hate to have a big crowd with no trolley. So it was this year. Organized by new General Superintendent **Jim Vaitkunas**, about two dozen hardy members and their families turned out. It was a bitterly cold day and the old snow barely covered the ground (a beautiful dusting of new snow fell later in the day). Many huddled in the warmth of #1300, our only heated car, while a few hardy souls ventured outdoors for this rare photo opportunity. In addition to #1300, #78 pushed #322 onto the Linden Hills Station siding and then all the way to Lake Calhoun. Having arrived from the east side of Lake Harriet, #322's yellow paint job is clearly noticeable from across the lake. Editor **Aaron Isaacs** was present with his trusty aluminum ladder for new photo angles and a number of scenes of this event are featured in this *Minnegazette*.

Another wintertime tradition is the Museum's display at the annual Northtown Model Railroad Show, which is held during the first weekend in February. This year's show was February 6 and 7. The display, which once focused on the Como-Harriet Line, now covers the entire Museum's activities with artifacts, brochures, the CHSL computer exhibit, photos, and videos. Again organized by **Karl Jones**, it is still primarily staffed by Traction Division personnel including **Mike Buck, Steve Collin, Jim Vaitkunas, Hilmar Wagner** and others.

Our volunteers

Mechanical and Physical Plant Department volunteers racked up another impressive total of hours volunteered in 1998: 1,971 by 50 volunteers. And this doesn't include the impressive totals in **George Isaacs's** PCC volunteer log. The volunteers who contributed more than 50 hours were **Roy Harvey** at 508, **Karl Jones** at 379, **Michael J. Miller** at 209, **Scott Heiderich** at 192, **Jim Vaitkunas** at 92, and **Tony Vaitkunas** at 55. These six volunteers contributed 1,435 hours, about three-fourths of the total.

But many hands make the job easier and we also thank the other volunteers who gave their time and talents: **Paul Anderson, Carl Barthelmy, Lyndon**



All three cars pose near Lake Calhoun. **Aaron Isaacs** photo.
#1300 and PCC #322 side by side at the overpass. **Jim Vaitkunas** photo.



Benson, Tom Beaumont, Bernie Braun, Bill Cordes, Dave Culver, Charles Cunningham, Harold Dalland, John DeWitt, Blair Dollery, Mark Digre, Maryellen Digre-Mueller, Larry Dunwoody, Ben Exley, Dave French, Bill Graham, Rodger Gardner, Bill Gingerich, John Haller, Clyde Hawkins, Brian Hayes, Bob Hayford, Louis Hoffman, Neil Howes, George Isaacs, Dan Kelly, John Kennedy, Marv Krafve, Tim Layeux, Keith Lindberg, Charles McCarthy, Jerry Olsen, Russ Olson, Jim Otto, John Prestholdt, Walt Strobel, Phil

Settergren, Andrew Stephens, Steve Smith, Clyde Stephens, Hilmar Wagner, Terry Warner, and Heather Worthington. That there were 28 people, more than half of all volunteers, who contributed less than ten hours should illustrate how important even the smallest contribution is to those of you who think that you don't have enough time to volunteer. Any time, no matter how little and how infrequent, helps. These 28 people contributed 147 hours, that made a big difference. If you still have your 1999 Traction Division Survey, please send it in.

The Transportation Department racked up impressive totals too. 92 volunteers contributed 2,357 hours, 1,737 hours in scheduled operations, 499 hours of station agent time, and 70 hours in charter operations.

Fifteen persons contributed more than 40 hours each to the Transportation Department in all capacities: **Dave Culver 70, John Prestholdt 66, Kathy Prestholdt 66, Jerry Olsen 57, Dave French 53, Jim Vaitkunas 53, Lyndon Benson 51, John Cochran 51, Mark Digre 47, Carl Barthelemy 46, Dave Ven Huizen 46, Clyde Hawkins 46, Harold Dalland 44, Jean Inselman 44, Charles Cunningham 42, and Charles Barthold 41.** These 15 volunteers accounted for 816 hours, or more than one-third of the total of 2,357.

Five persons (out of 48) contributed more than 30 hours each of station agent time: **Tom Beaumont 57, Bob Stevenson 37, Bettye Anderson 36, Betty Culver 32, and John Cochran 23.** These five persons contributed 185 hours, or nearly 40 percent of the total of 499.

Eight persons (out of 22) contributed more than 4 hours each in charter operations (the typical charter is one-half hour, so each person worked at least eight charters): **Harold Dalland 6, Lyndon Benson 6, Roy Harvey 5, Mike Miller 5, Louis Hoffman 5, Jim Vaitkunas 5, Jerry Olsen 4, and Hilmar Wagner 4.** These eight volunteers contributed a total of 39 hours, or more than one-half of the total of 70.

Annual Appeal update, donations, and other acts of kindness

Additional Annual Appeal donations have been received from **Bill Cordes, Harold Dalland, John DeWitt, Mark Digre and Maryellen Digre-Mueller, Jack Fitchette, Gary Gustafson, John Heinl, Bill Herzog, Louis Hoffman and Rebecca Hamblin** (second donation), **Ray and Ruth Hopper** (second donation), **Aaron Isaacs, Nick Modders, Judge and Mrs. James D. Rogers, Walt and Cori Strobel and James A. Vaitkunas.** **Karl Jones** also made a donation to the Al Jensen Memorial Fund. This brings the grand total of donations to the Traction Fund in 1998 and early 1999 to \$13,690 from 71 memberships and 95 members, 66 of whom turned down their premiums, allowing us to use their entire donation for the benefit of the streetcar line. Three were matched by foundations and five were received from three non-member friends and one foundation.

Please remember, it's not too late to support the Como-Harriet Streetcar Line by making a tax-deductible donation to

the 1998-1999 Annual Appeal - and there are more than 700 members out there who haven't. Many members don't know this, but your membership dues support the General Fund only. No membership dues go to the operating divisions. Since all members ride the Como-Harriet Streetcar Line for free, the Annual Appeal is your only opportunity to financially support the Como-Harriet Streetcar Line.

Mike Buck's mother, **Ann Buck**, donated a microwave oven for use at the Linden Hills Car barn and Shops, adding to the creature comforts for our hard-working volunteers. Not only can you listen to fine music and keep food and beverages cold, but now you can heat up your food too. It makes you want to volunteer on a Wednesday evening or Saturday morning, doesn't it?

Finally, **Dennis Mitzell** of Information Hotline, which publishes a brochure distributed at area hotels and motels, provided CHSL with a listing at a very generous price. He reports that Information Hotline -with information about CHSL - is now available at 91 Twin Cities hotels and motels with 9,541 rooms.

CHSL Company Store

A full catalog of CHSL souvenir items is enclosed with this Minnegazette. Your purchases help support the continued improvement and operation of the streetcar line. In addition, there are still a few post-holiday bargains left at the Como-Harriet Streetcar Line Company Store, all further marked down for quick sale - please, I want them out of my basement. And here's an extra special offer - you can have all of them for \$50.00. To order, please indicate which item or items you want, enclose your check made payable to MTM, and send it to CHSL Company Store, MTM, P. O. Box 17240, Nokomis Station, Minneapolis, Minnesota 55417-0240. All prices include Minnesota sales tax and shipping and will be shipped within two weeks of the date of your order. This is what's left:

- One More Ride video (history of Twin City Lines streetcars, 30 minutes) \$18.00 (one left)
- Veteran and Vintage Transit (guidebook to North American traction, 106 pages) \$18.00 (one left)
- Until They Bring The Streetcars Back (novel set in the 1940s in the area served by the Selby-Lake line, 276 pages) \$8.00 (one left)
- 1997 Steam Passenger Service Directory (complete directory of North American railway museums

and tourist railways, 404 pages) \$8.00 (one left)

- Streetcar Man (Goodrich Lowry's biography of Thomas Lowry) \$8.00 (one left)
- Beautiful Big Island brochure (reproduction of historic TCRT brochure) \$3.00 (one left)

One new item is available by mail order only. The Branford Electric Railway Journal Volume 37, is now available. This fine 64-page publication of the Shore Line Trolley Museum is entitled *Lightweight Street and Interurban Cars* and is authored by the Museum's president, Donald J. Engel. To order, please send a \$9.00 check, payable to MTM, to CHSL Company Store, MTM, P. O. Box 17240, Nokomis Station, Minneapolis, Minnesota 55417-0240 by June 30, when the order will be placed. Delivery will be by the end of July.

General Services Department

Car barn tours will be back, on the third Sunday of the month during the first shift, 12:30 to 4:30 p.m. (5:00 p.m. in October); May 16 (Linden Hills weekend, also featuring bus operations), June 13 (Members Day), July 18, August 15, September 19, and October 17 (the September and October dates are tentative and depend on volunteer availability). Members can always stop by the car barn for a visit (and to help, too) on Wednesday evenings and Saturday mornings but if you'd like an organized tour, please mark these dates on your calendar - and bring your friends.

The wildly successful Halloween Trolley will run on Friday, Saturday, and Sunday evenings, October 29, 30, and 31, from 5:30 to 8:30 p.m. featuring two-car service. Cars will leave from Linden Hills Station about every ten minutes. The fare will be the same as during regular service, \$1.25 per person with children under age five free, except that membership cards will not be honored for free rides for this special fundraising event. In addition, we are considering a Pumpkin Trolley the weekend before Halloween, October 23 and 24, turning the Archery Range into a pumpkin patch. Look for details with the summer or fall Minnegazette and let us know if you want to help with either the Halloween Trolley or the Pumpkin Trolley. We need frightening actors and donations of decorations, hay bales, and pumpkins, apple cider, candy, and coffee for our guests, and hot food (like pizza) and warm beverages for our young actors.

Mechanical Department

Clyde Stephens has agreed to serve as Chief Mechanical Officer, succeeding **John DeWitt**, who resigned to devote more time to Transit for Livable Cities, an organization he co-chairs that promotes quality public transit.

The Chief Mechanical Officer prepares the department's annual budget and work plan, updates its long-range plan, keeps accurate records of maintenance, repair, and restoration work, prepares and monitors lists of tasks, recruits and organizes crews to ensure that a crew, headed by a foreman, is available every Wednesday evening and Saturday morning. Thanks to Clyde for taking on this very important job and to John for his service to the Department. John will continue to work on the PCC crew.

When you ride #265 this spring, you'll note its beautiful refinished floors, new trucks, and other improvements. Thanks to **Karl Jones** for spearheading this important project and to all who worked on it.

Transportation Department

The 1999 season begins on Saturday, May 1. Daily service begins on Friday, May 21, a week earlier than usual because Memorial Day is so late this year. Daily service continues through Labor Day, September 6. Weekend service continues through Sunday, October 31. Streetcars operate until dusk (5:00 p.m. in October), beginning at 6:30 p.m. on weeknights and 12:30 p.m. on weekends and holidays. The fare will remain the same, \$1.25 per person with children under age five and members riding for free.

Special service for Lakewood Cemetery's Memorial Day service and other activities and events is planned. The day-long series of activities, events, and tours has grown so popular that there's been tremendous congestion around the main gate at Hennepin and 36th. Thus Lakewood has called upon us, the efficient, all-weather electric highway, to ease congestion by bringing people in from Lake Harriet. For the past few years, Lakewood has opened its "streetcar gate" for passengers arriving by trolley and Lakewood visitors wanting a trolley ride. Last year there were signs throughout the grounds directing visitors to our Lake Calhoun platform - resulting in more than 1,000 passengers for the day. This year there will be even more promotion of CHSL by Lakewood so there will be an advance shift beginning at 9:00 a.m.

(the first event is at 10:00 a.m.) and we are planning two-car operation on the first shift (12:30 to 4:30 p.m.) to handle the anticipated crowds.

This year's motorman training class is on April 15 (classroom instruction) and 21 (examination and first hands-on session) with on-the-car training or recertification just about every night and Sunday morning through the start of daily service. Thanks to Superintendent **John Kennedy**, Assistant Superintendent **Dave Culver**, and a whole host of trainers and assistant trainers for their time and dedication to this big push to get nearly 100 persons trained, retrained, or recertified - not to mention the trainees and returning motormen and motorettes for their commitment to our ambitious schedule.

Minnehaha Depot

The Minnehaha Depot's annual open house will be from 6:30 to 8:30 p.m. on Monday, May 17 featuring delicious food and beverages, telegraphy demonstrations, and bus rides along scenic East River and Minnehaha Parkways. If we're lucky, the open house will coincide with Minnehaha Parkway's lilacs in bloom. After that, the Princess will be open every Sunday and holiday afternoon from 12:30 to 4:30 p.m. through Labor Day. Admission is free but donations are always welcome. Tours for groups are also available at other times for a small donation. Please call Stationmaster **Corbin Kidder** at (651) 227-5171 for details.

As always, the Princess needs volunteers for both cleaning and light maintenance as well as staff during operating hours. It's fun and easy - we provide all the assistance, information, and training that you'll need. It's a great way to spend a Sunday afternoon. If you're interested in helping, please call Corbin.

LOUIS HOFFMAN

A tribute to nine years of dedicated service

The contributions that **Louis Hoffman** made during the time he led the Como-Harriet Streetcar Line as our General Superintendent have been immeasurable. I submit for your consideration one interesting fact, Louis served as General Superintendent for nine years, which is fully a third of the time that the Como-Harriet Streetcar Line has operated. This itself speaks volumes about Louis' commitment and dedication to the goals of our

organization. It would be difficult to enumerate all the contributions Louis has made to our organization. And, it would also be difficult to single out just one achievement. So, running the risk of omitting some critical item, here are some highlights of Louis' very successful tenure as General Superintendent.

Probably his greatest contribution has been his diligent work to provide the strong sense of direction and leadership to the line's administration and operations. Development of a mission statement and setting of long term goals and objectives established a firm base upon which the line's programs and operations could be developed and implemented. Providing this focus was key to the improvement of the educational experience of our riders, and most importantly to provide a safe and enjoyable "ride back in time." Translating long-term goals into "doable" short-term objectives, in the form of annual work plans, resulted in the prioritized use of scarce resources. Early on, Louis rightly recognized that one of the unfulfilled objectives of the line was to educate our riders on Twin Cities transit history and the impact of the streetcars on the day-to-day lives of its citizens. Through his leadership, carbarn tours were established, additional educational displays were developed, and other educational activities were instituted.

Louis recognized that special events would be the catalyst for increased ridership and renewed interest in the Como-Harriet operation. The results? Special operations during Linden Hills weekend, operations in conjunction with Lakewood Cemetery's Memorial Day activities, the very popular member's day activities, and most recently, the wildly successful Halloween "Ghost Trolley." Other special events which occurred on Louis's watch include the twenty-fifth anniversary celebrations of the start of Como-Harriet's operations in 1995, involving key political leaders in the community, and the 1993 reunion of the Twin City Rapid Transit company's World War II era "motorettes" and "conductorettes."

During Louis' tenure the PCC cars were purchased from Cleveland and restoration started, the Linden Hills depot opened in 1991, and the carbarn was expanded in 1997.

In addition to his General Superintendent duties, Louis was very active in museum wide leadership positions including several years as a member of the MTM Board of Trustees,

and Treasurer and Legal Counsel. Louis served as chair of the Convention Committee when MTM hosted the Association of Railway Museum's annual meeting/convention. The fact that the meeting was judged a tremendous success by the most important people involved, the meeting's attendees, attests to Louis' fine leadership and extraordinary attention to detail. Louis also gave of himself freely to other MTM-related activities.

Louis did not neglect the less noticeable aspects of being an MTM member. He always found the time to volunteer for regular weeknight and weekend streetcar operations at Lake Harriet and he was a regular foreman and volunteer for the very important monthly car cleaning activities.

So, thank you, Louis, for your leadership, dedication, stamina and your commitment to the ideals and goals of the Museum and the Como-Harriet Streetcar Line. We all sincerely appreciate your many contributions to our organization.

-Jim Vaitkunas

RAILROAD DIVISION REPORT

-Dick Kolter and Eric Brom

As during most winters, activity on the Railroad Division slows to only the usually weekly freight movement. However, all operating crew members were kept well occupied during January and February as this was the time for the biannual review of the rules. Every currently qualified crew person, and anyone wishing to join the crew, is required to attend this series of training sessions.

This year's program consisted of six sessions of which four were required of everyone. The first session, on January 9th, was required only for the new people who were not previously qualified in our system. This presentation given by **Morten Jorgensen**, Directory of Safety and Training, and **Dick Kolter** concentrated on what the new people could expect to do and what commitments would be required of them if they chose to continue. A background review of the museum, the Railroad Division, and the Osceola passenger operation were also included. Nineteen new people participated on that day and all continued on the next weekend for the general rules session.

The next three sessions, on alternate Saturdays beginning on January 16, were presented by **Ward Gilkerson**, who has performed this service many times in the past. At the first session Superintendent **Dave Ahlgren** made welcoming comments. In each of these three sessions a portion of the General Code of Operating Rules was discussed with emphasis on those parts most relevant to the group's railroad operations. Ward's discussion included many examples of and comparisons to things our people have to do.

Another session on Saturday February 20 was taught by **John Stein** and was basically about air brake systems with a discussion of train handling. This one was required of the new people and optional for those who were previously qualified. It was very well attended. The last Saturday of February saw the rules test. This was a cause to be nervous for many, definitely including the new people. A failure on this eighty-six question test meant no operating privileges. However, an evening study session and a retake day were scheduled for the following week to help those not able to pass on the 27th. **Ward Gilkerson**, **Morten Jorgensen**, and **Dick Kolter** worked on preparing the test, administering it, and correcting it. All of the Saturday sessions were held in the very nice basement meeting room of the Hope Lutheran Church. **Noel Petit** made all of the arrangements for this location.

Since all of this training is required and since all of it was scheduled for Saturdays, it was necessary to provide something for those individuals unlucky enough to have to work at real jobs on Saturdays. **Dick Fish** supervised a study session on Tuesday evenings during this same time period for these people and they will be credited with the time they participated. In all there was a total of twelve regular, special, and make up sessions in this year's training activity.

On March 20 a special advanced air brake and train handling training session was required of all engineers. This was presented by Wisconsin Central instructor **Ed Peterson** who traveled to the Jackson Street training room. We are happy to have this type of opportunity because it gives our people a better insight into the world of railroading outside of our circle. A total of 83 people participated in this year's re-qualification training and 79 have completed it successfully, a very good percentage. Newly qualified people this year are: **Reid Peterson**, **Mark Engels**, **Gary Stendahl**, **Phil Leuthe**, **Bill Handschin**,

Robert Hawkins, **Rodger Geiger**, **David Pauling**, **Eric Hendrickson**, **Peter Johnson**, **Jerry Huddleston**, **Robert Oswald**, **Chuck Armstrong**, **Pat Kytola**, and **Larry Kytola**, **Mike Gamble**, **J. J. Tesky**, **Randy Martinson**, **John O. Oliver**, **Randy Rippy** and **Tim Tuggle**.

There will be one more required exercise for the new people. A hands-on brakemen training day is always scheduled for new crew members before they can officially work on one of our trains. At this session, however, everyone will pass because it is intended as a learning and safety orientation. This year the hands on day will be at Osceola on May 22 and will be done with the regular equipment, but without passengers. New people will go through a complete trip just as they will have to do when actually working, except that they will have instructors with them all of the time. Also they will be instructed in coupling and uncoupling cars including using proper hand signals.

Volunteers who serve as coach attendants do not have to go through as much training as the operating crew, but do participate in at least one training and review session each year. This year they will also participate in the May 22 session at Osceola. For them there will be on board discussions as well as activities at the depot.

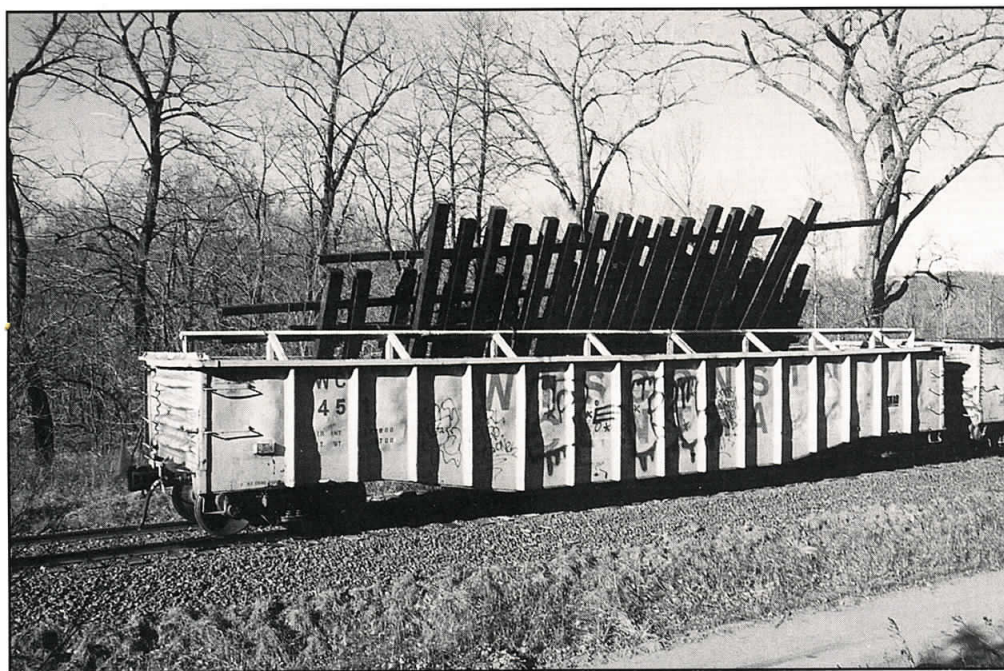
Volunteer coordinator this year will be **Jan Edstrom** who has prepared a survey that has been distributed to all known Railroad Division volunteers. This survey will provide new information about everyone's skills and interests. It has also provided a new name and address list for the division's newsletter, the MTM Semaphore. This year all division volunteers will be able to ride the trains free and all other museum members will be charged half fare.

Instruction of another type was given to all engineers at the February 27 session in the form of a newly developed operational manual for our locomotive #559. This manual for the GP7 locomotive, which is new to us, was edited by **Nick Modders** and printed by **Barry Moore**. It is very professional looking and has a picture of the engine on the cover. Plans are to have copies for sale at the depot store for people wanting one as a souvenir.

Many railroad division members have been attending meetings again this winter as part of the division's long range planning effort. The group is coordinated by **Dick Heine** and usually works in small groups that focus on one aspect of our operations. It is hoped that plans



Reports of its death having been greatly exaggerated, local LO68 and its MTM crews continue to haul freight once a week. On December 12 it waits in the hole at Osceola for a rock train to pass. That same day, our crew hauled a high/wide load, a complete switch destined for Dresser Trap Rock. At the Cedar Bend drawbridge the conductor and brakeman walked behind the train to check the clearance, a minimal nine inches. Eric Hopp photos.



for shorter periods, like up to two years, and longer plans can be developed.

With the training behind us, we are ready for the 1999 season. The Marketing Committee, led by **Pat Kytola**, has been busy setting up the operating schedule, and the new tri-fold flyers are out. **Kurt Mahre** has been working with Pat on the design of the brochures and has done the printing.

Here's a summary of what's up for this summer:

Regular operations are pretty much the same as last year. Regular trains will run on Saturdays, Sundays, and Holidays, May 29 through October 24, 1999. Trips to Marine will depart at 1100 and 1430, with a 1300 trip to Dresser in-

between. Also, like last year, there will be an additional trip in the fall. On September 25, 26, October 2, 3, 9, & 10 there will be a 1700 departure for MP 37, the Cedar Bend drawbridge. All operations are diesel powered, except for Saturdays July 24 through September 11, when #328 will do the honors.

Reservations are already coming in for charters, which start May 6.

Besides the regular operations, there are several exciting special operations, including some new features. For the first time, caboose rides are being offered on all regular trains in June. Back this year after a long break is first class service. **Tim Tuggle** and crew have been busy getting #A11 ready for service on

selected weekends from July 31 through October 10.

Other specials include "Romance on the rails" June 12, "Fireworks Special" to Marine July 3, and "Christmas in July" July 24 and 25. According to the brochure, snow is NOT guaranteed! (Maybe next year Pat??).

A new feature this year is a different way to ride on holiday weekend Sundays (May 30, July 4, September 5). Board the 1100 Marine trip at William O'Brien State Park, ride to Osceola, spend time there (or ride to Dresser), then return to O'Brien on the 1430 trip. One car will be reserved for a Park Naturalist who will conduct a guided tour of the line, pointing out flora, fauna, and wildlife.

For more info, get a brochure at Jackson Street Roundhouse when you come down there to work. Or, by phone (800) 228-0263, (800) 711-2591, or (715) 755-3570. Get updated info on the web site, www.mtmuseum.org.

Looks like it should be an interesting year. Hope to see you all out there, either as passengers or crew!

JACKSON STREET NEWS

-George Bergh

At the Jackson Street Roundhouse, there has been a pause in construction activities. ISTE A 1 has been completed. Now, planning is well underway for ISTE A 2, under the guidance of Julie Snow Architects, with assistance from MacDonald & Mack Architects. The primary issue of ISTE A 2 is the separation of the storm sewer system from the sanitary sewer system. No longer can the surface water be diverted into the city sewer system. The Jackson Street Roundhouse roof drains, floor drains, and pit drains all emptied into the sewer. Thus, these modern requirements will drive demolition of the old post office garage on the western side of the roundhouse, in order to permit the necessary excavation to revise and install the new separate sewer systems.

As a result of the demolition of the garage, new roundhouse doors and or "fill-ins" will be needed. As of this moment, the roundhouse subcommittee is optimistic that fifteen doors will be built and installed during this phase. In addition, heating systems are being developed for Bay D. Roundhouse infrastructure upgrades are planned for the sprinkler system and electrical system. Higher capacity power will be rerouted underground to the pole barn, and Bay C

will be rewired and re-lit, similar to Bay D. In addition a flammable waste trap system will be installed for all pit drains.

Preliminary architectural plans have now been submitted to the Minnesota Department of Transportation (MnDOT), our local sponsor. Plan review and revision processes will follow. Upon approval of the architectural plans, contractor bidding could take place this summer and construction will likely follow this fall.

A "proposed use study" for the Jackson Street Roundhouse is in progress by Snow Architects. This process will develop a formal long-range plan, with a high quality site model. The study will facilitate long range planning and grant development.

The Jackson Street Roundhouse will be sponsoring a special event the first two weekends in May 1999, May 1, 2 and May 8, 9. The British television character, "Thomas the Tank Engine", will visit the roundhouse as a full sized locomotive, and a short train ride will be offered on Roundhouse track. The public will be invited and a gala event will occur. Visiting the new roundhouse museum will be a part of the festivities.

The formal opening of the Jackson Street Roundhouse museum is planned for this summer. Museum exhibits are being developed by **Noel Petit** with help from many people, including **George Bergh**, **Sharon Hanson**, **Phil Wellman**, and the Jackson Street Associates. Warren Olson fabricated new wood covers for the Bay D speeder. A wigwag signal, a block signal, and a crossing gate, are being prepared for display by George Bergh. Bob Hawkins supplied diagrams for these base details. An illustrated CTC board display is being assembled by **Bill Marshall**, with

help from **Phil Wellman**.

The Jackson Street Associates continue to meet every other Wednesday afternoon. The primary group consists of **Noel Petit**, **Bob Bradshaw**, **Jim Welton**, **Les Leonard**, **Tony Becker**, and **Bill Marshall**. The group has been developing concepts and exhibits, locating photos, planning for a docent program, and planning for the public opening of the museum.

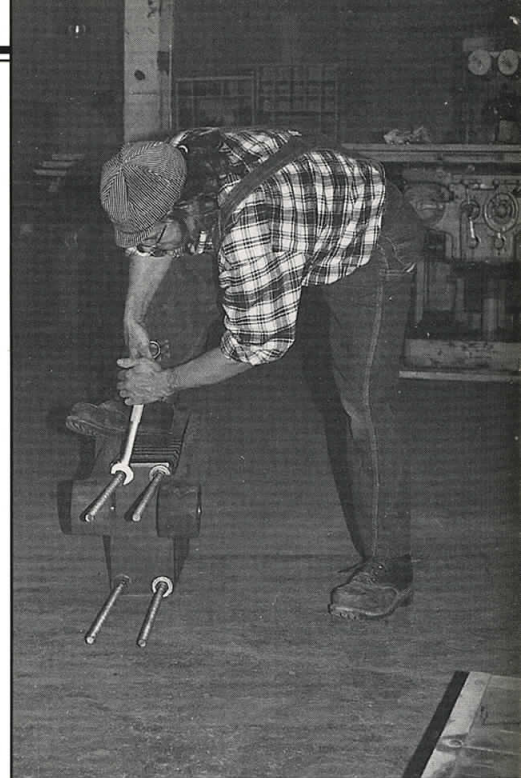
The ISTE A Program for restoration of four cars (GN #1213, NP #1102, DM&IR #W-30, CB&Q #598) is still in the planning phase with **Julie Snow Architects**, **MacDonald & Mack Architects**, and coordination by **John Robinson**. Specifications and formal drawings are being developed in preparation for submission to MnDOT.

Construction and repair continues on the Soo Line #1474 and the Chicago Rock Island & Pacific #2529. Both cars are located on the east side of the Roundhouse. New windows are being selected for the Rock Island car. Interior metal panel replacement will repair the badly rusted inside walls, and the concrete floor will be repaired. Soo Line #1474 interior restoration continues with construction of new windows and repair of existing doors. Access ramps will be built this spring.

Shop and Office

The Railroad Division has been enjoying the newly heated and newly lit Bay A machine shop areas. The Bay A gas furnaces have been updated. Dry wall installation was completed. These major improvements for the roundhouse were accomplished with the generous support of **Art Pew**, and coordination by project manager, **Wanda Sims**.

With the user-friendly environment,



Zelle Olson assembles a draft gear from Rock Island coach #2604. Eric Hopp photo.

and warm inside temperatures, there has been much activity at the roundhouse. The safety and training room, shop restroom, and the old locker room had new electric lights hung by **Randy Martinson**. The new locker room had lights installed by **Eric Hopp**. The hallway leading into Bay A had wallboard installed by Chuck Dahl. Dry wall was installed in the safety and training room by **Dave Ahlgren**, **Morten Jorgensen** and **Eric Hopp**. In the shop restroom adjacent to the machine shop, **Randy Martinson** installed two toilets with the associated plumbing.

A stock rack was reassembled in the loading dock area and reloaded by **Richard Kasseth** and **Paul Dalleska**. **Richard Kasseth** continues to keep the multitude of materials and equipment in order at the roundhouse. **Paul Dalleska**, as our chief mechanical officer, directs the many ongoing projects for the railroad division.

Shop Donation

Don Williams, president of North Star Gear, Inc. in Hudson, WI has donated a large quantity of tooling to Jackson Street. Included are drills, tool holders and centers for lathes, and cutters and boring bars of the carbide, carbide-tipped, insert-holder, and high-speed steel types. The donation was arranged by **Dave Wantz**. **Eric Hopp** and **Paul Dalleska** helped pick up and transport the tooling. Also donated were a small planer and a Bullard in the

Working at Jackson Street. Bob Gross brazes a broken casting. Eric Hopp photo.



40" to 50" range. The planer is similar to a shaper, except the cutter is stationary and the table moves. The Bullard is a vertical turret lathe. Both will need some repair. Until now, we have had neither a planer or a Bullard in our shop, so this is a great addition.

Rolling Stock

Cars and equipment are being readied for the coming operating season. Rock Island #2604 had its draft gear removed; pins and bushings were replaced, draft gear machined, and metal blocks fabricated for couplers. **Debbie Wood, Zell Olson, and Paul Dalleska** have been key people in the disassembly, fabrication, and reassembling. **Dave Wantz** removed the old bushings from the yoke and pressed in the new bushings. **Bob Gross** machined new bushings. Two new diaphragms were installed on #2604 by **J. J. Tesky**.

Lackawanna #2232 had its old electrical panels removed, and new 32 volt/110 volt conversion panels are being installed. **Dick Heine** has spearheaded this project with assistance from **Mike Gamble and Richard Kasseth**. **Dick Fish, Claire Davis, Erik Brom and Dick Kolter** have worked on toilet installation. **Jake and Billy Rose** welded in a new external sewage drain pipe. Car #1213 had toilets installed with new holding tanks. The involved floor was replaced; water airlines were installed with help from **Gary Stendahl and Erik Brom**.

The #A-11 project has been headed up by **Tim Tuggle**. Windows have been removed, the propane locker repaired. The roll out track boxes were removed to make space for the holding tank. **Todd McGonagle** has fabricated stainless steel holding tanks for the toilet system. **Richard Kasseth** devised a skid system to facilitate the tank installation. Window disassembly, repair, and reassembly, has involved many people including **Barry Moore, Eric Hopp, Dick Kolter and Blair Dollery**. **Pat Kytola** became the expert at drilling plastic window spacers. **Tim Tuggle** polished many window frames. **Jimmy Pew and Larry Kytola** worked on window frames. **Gary Stendahl** worked on toilet installation. The former secretary's room will become the new public toilet. The desk and sofa berth were removed to create space. The original folding toilet will be restored to demonstrate "how it used to be". The crew room will receive a new toilet for crew use.

Steam engine #328 had its smoke box disassembled for inspection purposes. The fire box interior was brushed and

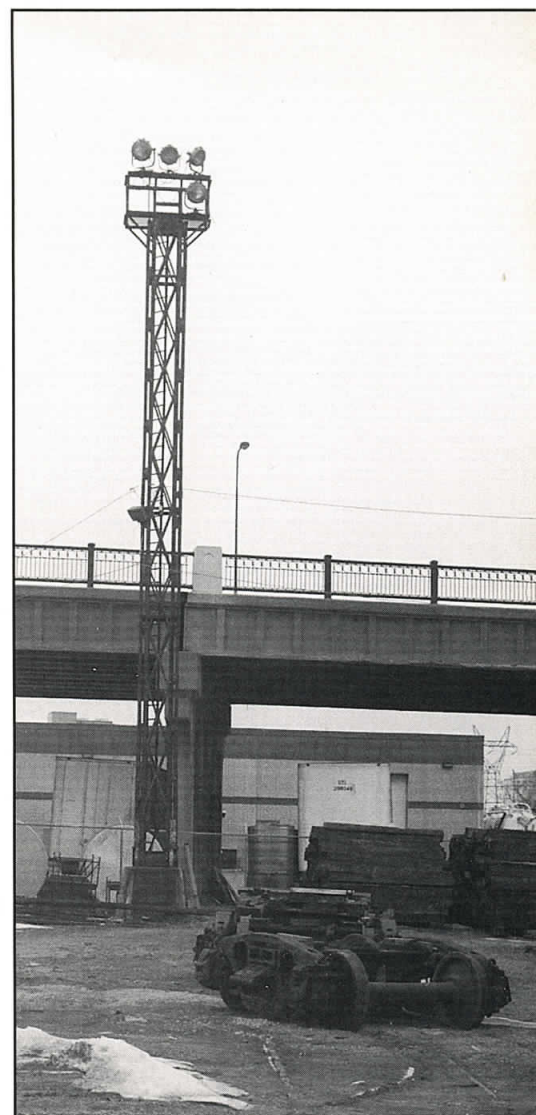
grinder-polished by **Eric Hopp and John Oliver**. Stay bolt covers were removed by **Ward Gilkerson and Keith Skeivik**. The smoke box was needle scaled, and the injectors were cleaned by **Mike Matson**. The boiler arch tubes were cleaned with an air turbine brush by **Paul Dalleska and Eric Hopp**. **Morgan Christiansen** readied the firebrick molds, in preparation for new firebrick casting. A special 328 boiler inspection using fiberoptic technology was donated by **Jeff Rendler**, a boiler inspector for the State of Minnesota. **Karin Ostrand** coordinated this event. **Bob Gross** machined two special large brass hex nuts for the second "sight glass" for the 328 boiler. **Mike Matson** installed the "try cocks". Shop cords for "shore power" for passenger cars were constructed by **Eric Hopp**.

The Kearney & Trecker lathe (the blue milling machine) received a new power cord. Its motor was rewired to operate on 208 volts by **Mike Gamble and Paul Dalleska**. **Dave Wantz** used this mill to prepare the #2604 draft gear for new bushings.

Maintenance and repair of the diesel locomotives continues under the guidance of **Larry Schulte**. Soo Line GP7 #559 has received maintenance for the coming season. A new reverse handle holder was made by **Mike Gamble**. Air filters were replaced by **Marv Mahre and Blair Dollery**. Oil filters were installed by **Mike Gamble**. Fuel filters were cleaned by **Bob Hawkins**. The 559 air boxes were cleaned by **Larry Schulte, Phil Wellman, and Mark Engalls**. **Marv Mahre and Dan Fortin** cleaned and painted valve covers. **Kurt Mahre** also contributed to painting projects. Brake cylinders were reassembled. **Jerry Stendahl** repaired the fireman side window slide. The cab heater for #559, having suffered freeze damage, was repaired by **Mark Engalls and Phil Wellman**. New drain plugs were installed. A new pre-starting pre-lubricating pump system was developed and installed by **Larry Schulte, Phil Wellman, and Mike Gamble**. **Randy Martinson** constructed a custom wooden stool for the diesel foreman's office.

The NP #105 water pump gasket was installed to solve leaking. A speeder was donated from the Dakota County Fair Grounds. **Bob Gross** machined a new needle valve for the carburetor. **Mike Gamble** repaired the speeder gearshift. The electric system is being rewired by **Phil Wellman**.

The Monarch Lathe was repaired and put back in top condition by **Bob Gross**.



The Jackson Street light tower has been restored to operation. George Bergh photo.

In addition, the South Bend Engine Lathe is being repaired. The Barber Greene coal loader project was been finished by **Mike Gamble**. The hopper was completed and electrical switches have been added to maximize operator safety. The International Harvester flat bed truck recently developed brake problems. **Mark Engels, John Walsh and Paul Dalleska** have repaired the problem, and the truck is back in service.

The Chicago, Burlington, & Quincy doodlebug #9735, has been inspected by the FRA. Six areas of concern were raised. These issues will be addressed and the unit will be moved from the Minnesota Commercial site to the Jackson Street Roundhouse this spring.

The Jackson Street Roundhouse, museum and railroad divisions, greatly appreciates the marvelous volunteer efforts. New volunteers interested in joining the Jackson Street activities, can contact the following individuals, or



Lots of improvements at Jackson Street. Top: The track work display in Bay D. Note the former Northern Pacific semaphore from the Scalley Line at right. Middle: The future gift shop room in the northeast corner of Bay D. Bottom: The new handicapped ramp on the west side of the building. All George Bergh photos.

please feel free to come to the Roundhouse for a tour. The exhibit development and display is under the direction of **Noel Petit**. He can be reached at 612-330-1061. The railroad division projects are being coordinated through **Eric Hopp** (651-351-5524 or eric.hopp@diasorin.com) and **Paul Dalleska** (651-228 9412). The volunteer opportunities are unlimited. All are welcome.

EXCELSIOR REPORT

-Bill Graham

Boat Notes

Minnehaha's first day of regular operation will be May 25. Her annual mid-winter dusting and cleaning has been underway all winter at the Excelsior boat building. Her upper deck benches have been stripped and refinished, and her upper deck canvas repaired around the edges. The life vest box on the upper deck has been rebuilt to hold more vests. Boiler and engine have been thoroughly tweaked so that they will turn in a flawless performance this summer. Thanks to many volunteers who have put in many free hours throughout this winter. They are **Virgil Behounek, Brad Buxton, Dave Cochran, Bob Dumas, Leo Eiden, Jim Hewett, Bob Johnson, Ross McGlasson, Mike McWilliams, Chris Olson, Al Peterson, Carla Randall, Wil Thompson, Bob White and Pete Weir.**

Ross McGlasson will be training pilots and captains this spring. If you want to take pilot training, contact Ross at 612-474-1249. **Mike McWilliams** is scheduling engineers this year. Mike can be reached at 612-930-9589. **Maxine Dickson** is scheduling pursers for this season. Her phone number is 612-938-0301. **Comfort Leckie** has volunteered to organize and manage the ticket office. She needs help. Please contact her at 612-474-8647. We need crew members for Minnehaha. Please consider signing up and taking the training appropriate training course. Working the boat is a marvelous way to spend a weekend afternoon on Lake Minnetonka and to meet many nice people.



**Aboard the upper deck in mid-lake.
Sandy Bergman photo.**

Annual Picnic and Fund Raiser

The annual fund raiser for the Steamboat Division will be held May 8 at the Lafayette Club. Dinner is \$50.00 per person. If you wish to attend, please send a check and a list of names in your party to the Steamboat Division office, 328 Lake Street, Excelsior, MN 55331, 612-474-2115. If you would like to donate an item valued at \$25 or more for our silent or live auction, please contact Lori Hammond at 612-474-2115. The volunteers working the Lafayette fund raising event are **Egon Andersen, Lois Carlson, Mary Kuhfeld, LaVerna Leipold, John Love, Jim Ogland, Charty Oliver, Ned Phelps, Micki Smith and Elizabeth Zastrow**. If you would like to help on this committee, please contact Micki at 612-473-6190 or Elizabeth at 612-473-4362.

All MTM'ers are invited to attend the Annual Steamboat Division picnic to be held May 22. As in previous years, the boat will leave from the Water Street dock in Excelsior and take Museum members to an as yet undetermined spot on Lake Minnetonka where lunch and refreshments will be served. If you wish to attend, please contact **Lori Hammond** at the Steamboat Division office. This event is loads of fun. It's free, the food is fabulous, and it's a chance for every MTM'er to experience our wonderful Minnehaha.

Traction Notes

The grand opening of MTM's Excelsior streetcar line will be held May 22nd. Training of operating crews will begin in mid-April, as soon as car #78 can be moved to Excelsior from Lake Harriet. It will be a gala event; MTM's second streetcar operation and the first in Excelsior since 1932.

Work is well underway to overhaul car #1239, thanks to the work and devotion of the Excelsior traction crew. Sandblasting of the underframe was completed over New Year's weekend when it became apparent that more than a bit of steel under the front and rear platforms would need to be replaced. Thanks to **Paul Dalleska, Scott Heiderich** and Jackson Street Roundhouse for use of MTM's truck and sand blast equipment. Twin City Lines had over-designed the frame by a substantial factor, but decades of moisture had taken a big toll. The angles which form the outer perimeter of the platforms looked like swiss cheese. The U-channels which formed



the end sills of the car, the frame members which lie directly below the front and rear bulkheads, had rusted completely through along their bottom edges in the line where the wheels had kicked up salt and dirt. The long angular brace on the pole side under the front platform had been so badly rusted for so long that TCRT had riveted a reinforcing plate through its center section. After some head scratching, the group decided now would be the best time to replace this frail member which could fail in perhaps 10 years.

Carpentry to rebuild the two platforms could not begin until the underframing was sound. New underframing for streetcars is so hard to find these days. Luckily for MTM, Linder Specialty Company in St. Paul rolls and shapes custom steelwork which they offered to the Museum at cost. **Cliff Brandhorst, Dave Irej, Bob Badzinski and Bob Dumas** ground away at the rivets holding the old steel for three weeks before it could be liberated intact. Cliff mentioned several times that the rivets were really hard and that there were quite a few of them.

Since members have been carrying the project out of their own pockets, it was decided to order steel for the rear platform first and to hope that cash would be available for the front when needed. Cliff hauled the old steel members to Linder's shop, and two weeks later, new steel was delivered, perfectly rolled and drilled.

Should we rivet or bolt the new members in place? **Bob Dumas** talked with his neighbor in Long Lake, Western Steel Erection Inc., who suggested the special bolts used to erect buildings and bridges. These use nuts tightened with a power wrench to

several thousand pounds of torque. Cliff and Bob laid the new pieces in place where they fit perfectly and bolted them in where they are expected to remain for maybe the next century. Subsequently, steel was ordered for the front platform.

Bob bought enough oak and ash lumber to fabricate five new window posts and several sections of belt rail, and to repair the bottoms of many posts which had rotted off. He glued small strips together to achieve the cross section needed for the posts, and then cut and routed them out to match the originals. The posts engage with a mortise and tenon at top and bottom and require a bit of beavering and persuasion to work into place. The post at the rear of the entry gates was the subject of quite some speculation. Photos provided by **Aaron Isaacs, Louis Hoffman and Jim Vaitkun** showed at least four different gate configurations used on TCRT cars. After long study and discussion, a cross-section was selected for the new post, which was duly made and slipped into place.

In the meantime, **Lori Hammond, Fraser Morse, Doug Hultgren and Bob Woodburn** scraped away at the old paint and varnish on woodwork, window sash, window posts and belt rails. **Bob Dumas** rebuilt the bottom members of the side destination sign boxes. Cliff tore off the old trolley boards and roof canvas, while other members applied two coats of paint to the steel underframe. **Bob Dumas** repaired the damaged sides of several posts and replaced a section of the letter board above the gate side windows. This board will have to be steamed to bend around the rear end, and so the steaming box used to build Minnehaha

was hauled from the boat building.

The group decided to utilize the set of original wire gates which MTM has kept since the early 1970's. These gates had been removed years ago from the body of car #1268, formerly owned by a Robbinsdale church. These are three pairs of gates with an additional spacer panel at the rear, identical to the gates on car #1267 rebuilt by the Seashore Trolley Museum. Photos taken by **Aaron Isaacs** and **Louis Hoffman** show exactly how these gates and the step well are mounted. In addition, Aaron supplied an old company photo showing a car laying on her side at Snelling Shops with a crisp, complete view of the underside of her step well. This was the last missing piece, so that now we can draw up plans for an authentic, new step well.

John Anderson continues to work on the plumbing and lavatory installations at the carbarn. **Bob White**, **Wil Thompson** and **Tom Ryan** have installed additional wiring in the building so that lights, power and

ventilation are now adequate. **Dave Irej**, **Fraser Morse** and **Doug Hultgren** have been hauling artifacts from the Clark Oil building to the new carbarn for permanent storage. The Clark building, which MTM has used the past several years, has been sold, and so we must vacate.

This will be our fourth season of operating Minnehaha on Lake Minnetonka. Last year, we broke records for ridership and revenue, and this year, we are planning to break them again. Please tell friends and relatives about Minnehaha and the new Excelsior streetcar operation.

The Cities of Shorewood and Excelsior collaborated in obtaining an

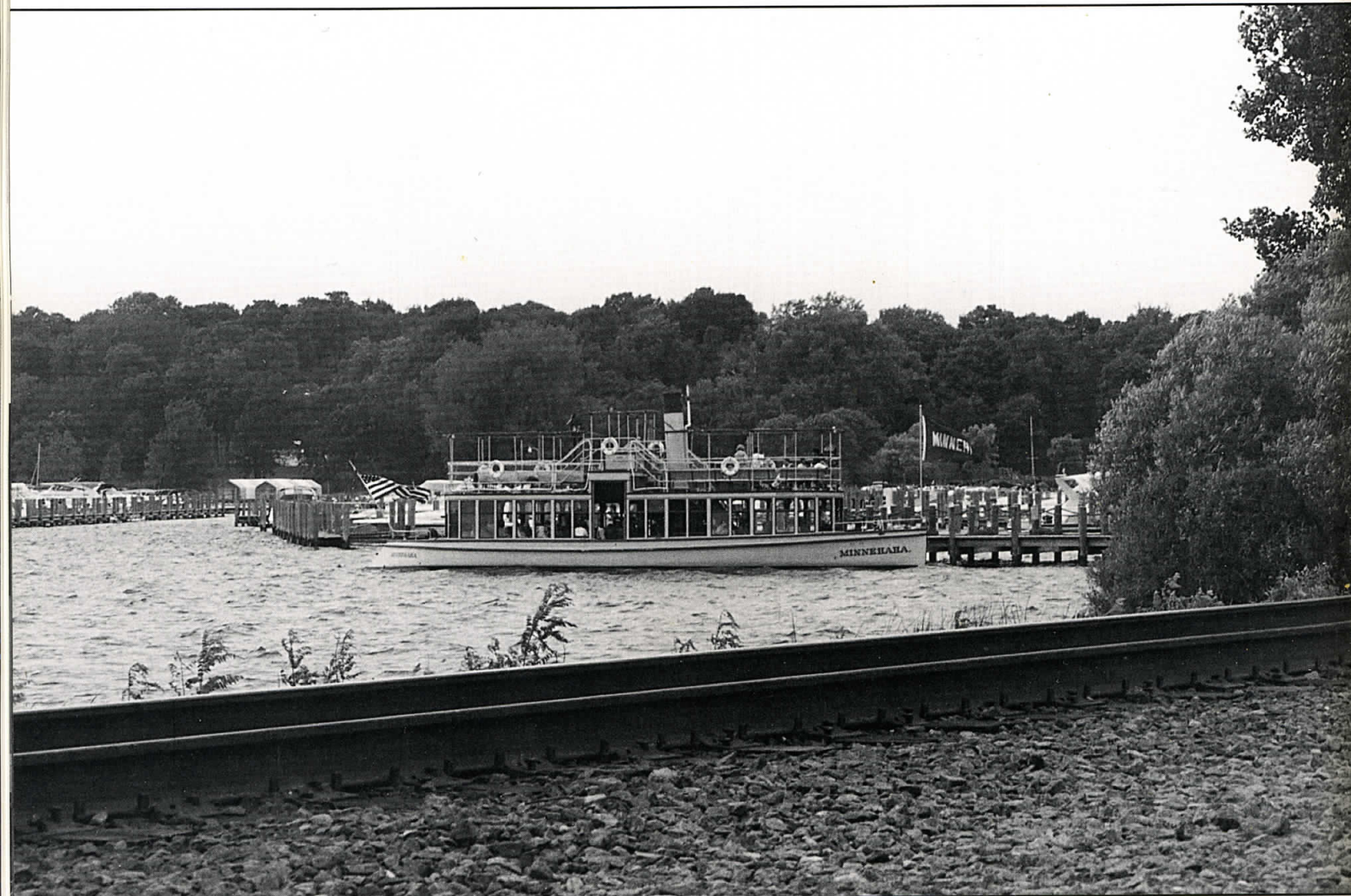
ISTEA grant in 1997 to extend the Excelsior streetcar track along Water and Lake Streets to form a complete circle with the present trackage. Track would be laid in the traffic lanes, and cars would run clockwise around the loop. Theoretically, this would not interfere with traffic movements or with curbside parking.

In January this year, members of the division met with Mayor John Anderson to discuss how this might be done. Merchants and other had voice concern about traffic flow and possible loss of parking. Similarly, MTM'ers had worried that street operation might amount to public carriage and loss of MTM's ability to regulate our fares and hours of operation. Concerns also have been heard that operating restored antiques in mixed traffic and regular transit service might not be true to our preservation mission.

Mayor Anderson and the City Council appointed a committee of merchants, local citizens and Museum members to consider ways to extend the car line which might avoid some of these potential problems.

Volunteers are needed to operate streetcars and the Minnehaha this year. If you wish to volunteer as an operator, purser, engineer or pilot, please contact Lori Hammond at 474-2115. Training programs will begin in April.

Viewed from across the BNSF tracks, Minnehaha lays over at the Wayzata dock. Sandy Bergman photo.





FAN TRIPPING WITH THE MINNESOTA RAILFANS ASSOCIATION

Railfan magazines are beginning to recount some of the memorable railfan trips of the 1950s and 60s. More than a generation has passed and these trips are being rediscovered. At the time and for several years after, it was easy to take them for granted. The local railfan community was smaller and closer knit than today. With a few exceptions, everyone in the runby photo line took the same basic picture, and the ubiquity of the photos made them routine, almost a cliché. That has changed with the passage of 35-50 years. Now we can be amazed that experiences like these were even available, and we can regret that more of it wasn't preserved.

The Minnesota Railfans Association (MRA) was as active as any group anywhere. From 1949 through 1963 they averaged five trips per year. They rode whatever was about to disappear, and they chartered the oldest and most

exotic equipment available. By my count they rode behind 19 different steam locomotives ranging from a Minnesota Transfer 0-6-0 and Milwaukee Road 4-4-0 to Missabe 2-8-4's. They closed out Soo Line steam on a trip to Dresser and Osceola. They trundled down obscure branch lines on gas electrics (including one epic journey all the way to International Falls), and made 80 mph in an open gondola behind CB&Q 4-8-4 #5632. They repeatedly roamed the Twin City streetcar system as it shrank and gave it a proper send off the day after it died. A regular event was the Diner Dinner, typically aboard a scheduled train as it worked its way between Minneapolis and St. Paul, often ending as the diner was switched into the coach yard.

We know about these trips through their trip program booklets and preserved issues of Cinders & Sparks,

the monthly MRA newsletter, donated to the museum by **Norm Podas** and others. It began publication in April 1949. As one reads through them, names of MTM members, current and deceased, stand out—**Ray Bensen, Sr., Bill Marshall, Clark Johnson, Ray Norton, Marv Mahre, Steve Stocker, Harold Dalland, Robert Macnie, Jim Kreuzberger, Bob Schumacher, John Hemak, Robert Cumbey, Harlan Ebert, Fred Hauser, Irving Kendall, Frank Sandberg.** And of course, MTM was formed out of the MRA, to save car #1300.

The May/June 1987 Minnegazette described some of the streetcar charters, and the Fall 1991 issue covered several of the early steam trips. We'll pick up where those articles left off. Here's the all-time list.

Omaha Road 4-4-2 #364 traverses the middle of 1st Street in Shakopee.

Minnesota Railfans Association Fantrip List

<i>Year</i>	<i>Railroad</i>	<i>Destination</i>	<i>Equipment/Comments</i>
49-6/19	CMStP&P	Hastings, Stillwater	
49-5/29	TCRT	Hopkins, Ft. Snelling, S. St. Paul, Mahtomedi, Selby Tunnel, Duluth St., Snelling, Intercampus	
49-7/24	CStPM&O	Mendota, Merriam, Hopkins	4-4-2 #364
49/10/16	TCRT	Mahtomedi, Hopkins	Gate car #1289
49/8/?	NP	Mississippi St. shops, Stillwater	4-6-0 #328
50/4/16	TCRT	Lake St. Station, Broadway Crosstown	Lightweight #4
50-4-22	CMStP&P	Diner Dinner on the Hiawatha	
50-5-21	TCRT	PCC to Duluth St. Station #1622 to Mahtomedi	PCC #409, #1622
50-7-23	CMStP&P	Mendota, Prior Lake, Shakopee, Cologne	Anniversary Special 4-4-0 #98
52-5-5	CStPM&O	Diner Dinner SPUD 6PM North American to Omaha Mpls. coach yard.	
52-5-21	TCRT	Randolph-Hazel Park, Maria-Ft. Snelling, Fremont	Gate car #1271
52-6-21	Soo	Glenwood	On trains 105, 106, cafe-obs #758
52-7-27	MN&S	Northfield (Short Line Holiday Special)	FM #10, #758
52-9-7	NP	Brainerd	gas electric
52-11-22	Soo	St. Croix Falls	#758, on trains 62, 60, 61, 63
53-5-2	CMStP&P	Diner Dinner, Hiawatha SPUD 615PM to Mpls then wye at Prospect Park, then to S. Mpls coach yard	
53-5-30	GN	Hutchinson	#758, 4-6-2, #1723
53-7-12	TCRT	Como-Harriet, Intercampus, Selby-Lake, Snelling, Grand-Monroe, Bryant	Gate car #1269
53-8-9	CMStP&P, MT	Ford Plant, Minnehaha Falls, Pole Yard	4-6-0 #1073, gondola, 0-6-0 #82
53-10-3	CStPM&O,Soo	Turtle Lake via Omaha, back via Soo and St. Croix Falls	
53-11-1	TCRT	Interurban, Ft. Snelling, Plymouth-E. 25th, Bryant-Johnson, Chicago	PCC
54-2-27	NP	Little Falls, Morris	gas electric
54-3-7	TCRT	Glenwood-4th Ave., Grand-Monroe, Nicollet-2nd St.	Gate car #1269
54-4-24	C&NW	Diner Dinner to Hudson	
54-5-23	M&StL	New Ulm, Searles	
54-6-19	TCRT	Last trolley trip, Como-Harriet, Intercampus, Snelling Shops	#1300, 1775
54-8-7	CNW/Milw	Eau Claire, Menominie	
54-9-26	CMStP&P	Mendota, Hastings, Stillwater	4-6-0 #1037, gondola
55-2-6	NP	Superior, Duluth, Carlton (Via short line), Cloquet, M&D	RDC
55-4-3	Soo	Diner Dinner to Dresser	
55-6-12	C&NW	Ellsworth	2-8-0 #230

55-8-7	Soo	Rice Lake	4-6-2 #2718
55-9-25	NP	#328 Dedication Special to Stillwater	4-6-2 #2150, 2-6-2 #2457
56-2-25	GN-NP	Duluth-Ashland	Via Gopher/Badger, then RDC
56-4-28	CMStP&P	Diner Dinner	
56-6-3	CGW	Oelwein	
56-7-1	NP	St. Cloud	2-8-2 #1855
56-8-12	Soo	Ridgeland	4-6-2 #2718
56-11-3	Soo	Glenwood	#758 on trains 5 and 6
57-3-10	GN	Sauk Centre	
57-5-5	Soo	Diner Dinner to New Richmond	
57-6-30	NP	Staples	4-8-4, #2686, flatcars
57-8-18	Soo	Rice Lake	4-6-2 #2719
57-9-29	CB&Q	Winona	4-6-4 #3003
58-3-16	MW	Hutchinson	F-3 diesel
58-5-18	CMStP&P	Farmington, Mankato, Wells Mar-May 1958.	RSC-3 diesel
58-7-5	DM&IR	Two Harbors, Biwabik, Proctor	2-8-8-4
58-9-28	Soo	Ridgeland	4-6-2 #2719
58-10-18	CMStP&P	Wisconsin Dells	
59-4-5	GN	Milaca	
59-6-6	CMStP&P	Wisconsin Dells	
59-6-21	Soo	Ladysmith	4-6-2 #2719, last steam trip
59-8-22	DM&IR,D&NE	Cloquet, Saginaw, Hibbing and back. NP to Cloquet	D&NE 2-8-0 #27, DM&IR #507 2-10-2
59-10-4	CB&Q	La Crosse	4-8-4 #5632
60-2-28	GN	Fargo	Train 27 Fast Mail to Fargo, Train 4 Western Star back
60-4-24	M&StL	New Ulm	
60-7-3	DM&IR	Duluth-Two Harbors-Winton	2-8-8-4
60-8-14	C&NW	Eau Claire	"400" in regular service
60-9-18	CB&Q	Winona	4-8-4 #5632
60-10-16	CMStP&P	Wisconsin Dells	Hiawatha in regular service
61-2-25	Soo	Duluth	
some 1961 trips missing			
61-10-?	CB&Q	La Crosse	4-8-4 #5632
62-3-25	C&NW	Eau Claire	"400" in regular service
62-4-8	NP	Stillwater	doodlebug #B-18
62-5-12	CMStP&P	St. Paul-Mpls	Diner Dinner
62-10-2	CB&Q	La Crosse	4-8-4 #5632
62-11-24,25	NP	International Falls	doodlebug #B-18
63-3-23	C&NW	Owatonna,Wyeville, Twin Cities	Rochester 400, Twin Cities 400
63-5-26	CB&Q	Dubuque	4-8-4 #5632
some later trips missing			

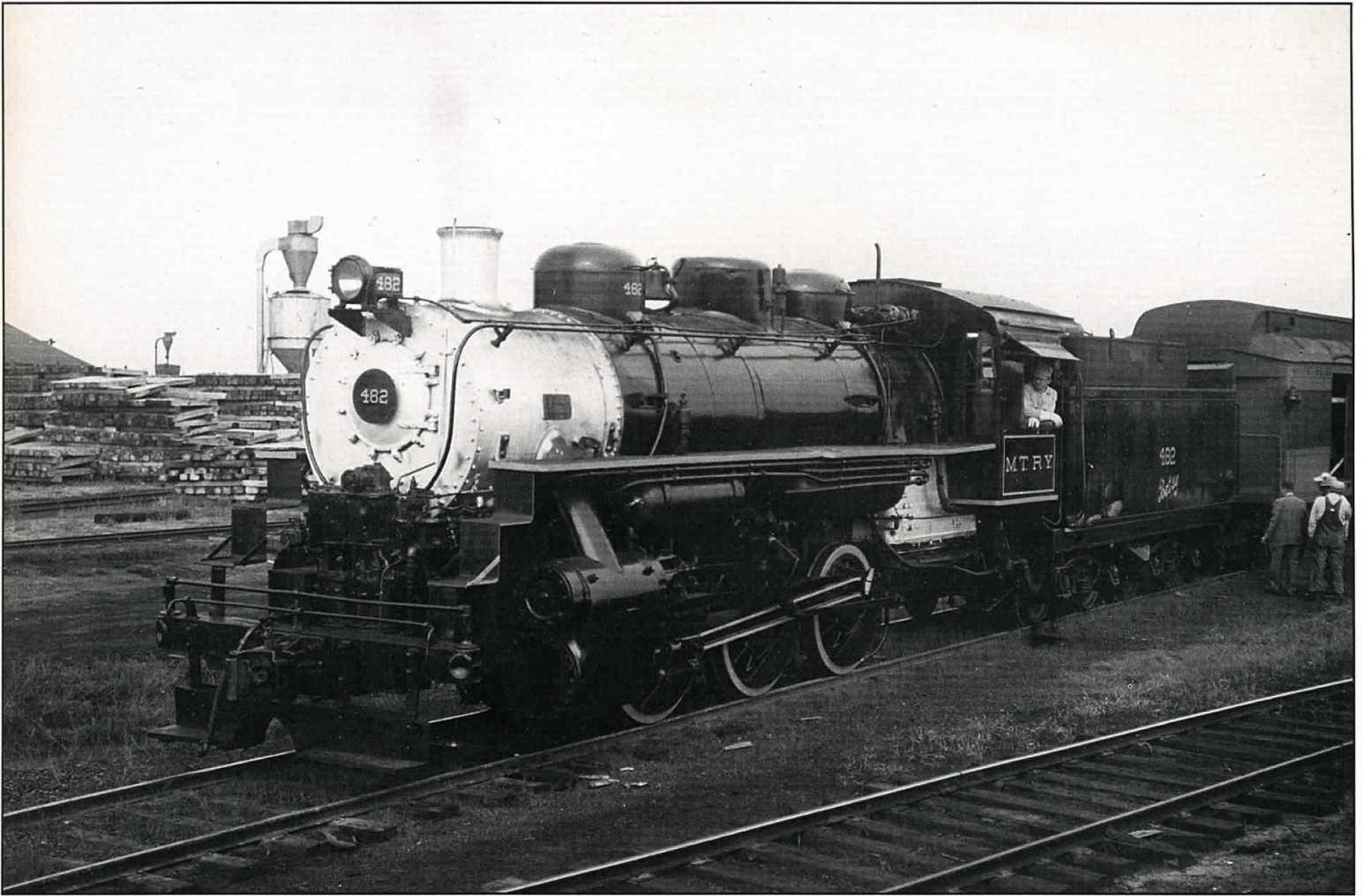


1953 featured a ride to the Ford Plant behind MU'ed Baldwin switchers, then a handoff to the Minnesota Transfer for a run to Fridley behind 0-6-0 #482 Betsy, the line's last steamer.

Traveling to and from the iron range behind massive Duluth Missabe & Iron Range 2-10-2 #507.

Opposite page bottom: At Hutchinson on the Great Northern.







#328 runs arounds the consist in Stillwater.

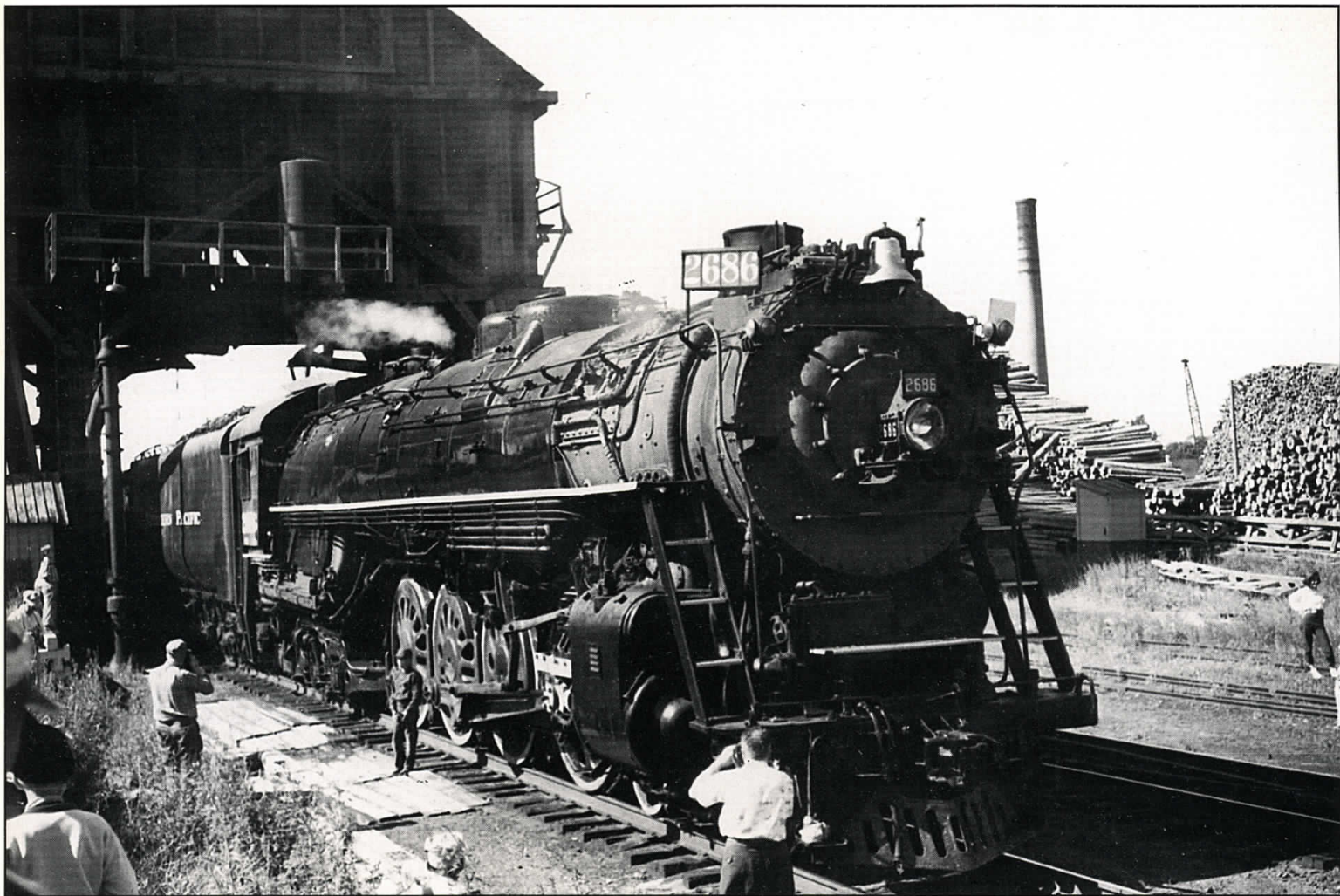
Milwaukee Road Alco RSC3 #993 pulled a substantial consist of rib sided cars and the obligatory open flatcars from Minneapolis through Mankato to Wells, MN and back in 1958. This is the runby over the Red Jacket trestle in the hills south of Mankato.



After a fast run up to Staples, NP Northern #2686 is coaled up. The fan trippers inspect the RDC from Duluth, which starred in a later fantrip.

ELLSWORTH-FLATCAR SPECIAL		Refreshment
Sponsored by Minnesota Railfans' Assn., Inc.		Stub
SUNDAY - JUNE 12, 1955		Flatcar Special
Steam Power — A.C. Coaches — Specially Outfitted Flatcars		C. St. P. M. & O.
Minneapolis — Hudson — Ellsworth — Stillwater		June 12, 1955
Via C. St. P. M. & O. Ry.		No. 319
Lv. Grt. Nor. Station, Minneapolis	No. 319	Lunch ☐
9 A.M. — Sharp	Adults — \$3.65 ☒	Beverage ☐
No Stop In Saint Paul	Children — \$1.95 ☐	Ice Cream ☐
Box Lunch, 75c ☐		
Member ☒		

The very last Soo Line steam trip stops for coal at Dresser. No one dreamed that 4-6-2 #2719 would return to steam in 1998. Frank Sandberg photo.





**Omaha 2-8-0 #230 wandered down the Ellsworth, Wisconsin branch that left the main line at Hudson. Fans helped spin the engine on the armstrong turntable in Ellsworth.
A Minneapolis & St. Louis F3 powered the Luce Line special to Hutchinson.**





Back in 1959, Burlington Northern meant famous fan trip 4-8-4 #5632, poised to depart Minneapolis for a 90 mph romp down the Mississippi. Bill Graham photo.





Minneapolis, Northfield & Southern Fairbanks-Morse switcher #10 loaded passengers at the Minneapolis depot and took them to Northfield. The 1958 Soo Line Diner Dinner trip pauses at Cardigan Junction, north of St. Paul. Frank Sandberg photo.





Northern Pacific doodlebug #B-18 ambled down the now long abandoned branch from Superior to Ashland, WI. The trip paused at Iron River.

NP gas electric #B-20 took off into the wilds of Lake Wobegon country, over the light and weedy rails of the Little Falls-Morris branch. Here it is waiting near Glenwood for a Soo Line freight. Railfans being railfans, several had to get as close as possible.





Steam holdout Duluth & Northeastern was visited in 1959. At Saunders, a DM&IR ore train staged a convenient meet.

Right: Milwaukee Road ten wheeler #1073 pauses at Minnehaha Park, and later passes under the Mendota Bridge.

The biggest power ever to pull a MRA special, a DM&IR 2-8-8-4 dwarfs its consist at Proctor.





Left: Rising from the west portal of the Selby Tunnel in 1953.

The saddest day of all was June 19, 1954. All streetcar service had ended the day before. MRA chartered cars #1775 and #1300 for a farewell tour of the system. They traversed the Minneapolis loop on the Intercampus line.

Inside rear cover top: CB&Q #5632 accelerates a fan trip away from the Jim Hill bridge. George Isaacs photo. Bottom: Visiting Cloquet on a Northern Pacific RDC Circle trip from Duluth. Joe Elliott photo.

Rear cover top: In 1960, an M&STL geep leads a special into New Ulm with Soo Line obs #758 on the rear. Bill Graham photo.

Bottom: In 1965, one of the Dan Patch Line's unusual Baldwin center cabs climbs out the Minnesota River valley south of Savage. Marv Mahre photo.









MINNESOTA STREETCAR MUSEUM

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August 2021

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